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Machinery of every description made order. Particular attention paid to ship's Blacksmithing. Job work executed at short notice.



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The testimony of Mr. R. Dennis, Adelaide, South Australia, who was cured by Ayer's Sarsaparilla, is like unto that of many thousands of others. He writes:

"It is with very much pleasure that I testify to the great benefit I received from using your wonderful blood-purifier. I was a sufferer for years from indigestion, loss of strength and appetite, and constipation. My whole system seemed to be thoroughly out of order. A friend finally told me to take Ayer's Sarsaparilla. I followed his advice, though feeling discouraged at the fruitless results of other treatment, and I am thankful to state that a few bottles completely cured me."

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AYER'S Sarsaparilla

BEWARE of imitations. The name — Ayer's Sarsaparilla—is prominent on the wrapper and blown in the glass of each bottle. AYER'S PILLS A GENTLE PURGATIVE.

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The Largest and Most Complete Ship-Yard on the Pacific Coast-Nine Steamers Built for Hawaiian Trade.

In Washington, iron, though abundant, has not been mined as yet, but her forests afford the best materials for building wooden ships. Ample testimony is afforded by the success of the ship-building yards of Hall Bros, at Port Blakeley, acknowledged to be the largest and most complete, as far as the construction of wooden ships is concerned, on the Pacific Coast. W G. and Isaac Hall first established their plant at Port Ludlow in 1874, where they built the 150-ton schooner Annie Lee. Soon after they removed to their present location at Port Blakeley and increased their capacity Exquisite Finish-Dainty, yet Strong. from a single yeard capable of turning out one vessel at a time to three yards capable of building three vessels with an aggregate tonnage of 3,000. Since its establishment the firm has built altogether thirty-four vessels of an aggregate tonnage of 34,000 and worth 82,500,000,

The vessels turned out by Hall Bros. are principally for San Francisco owners and have shown a steady increase in size from the two-masted schooner to the stately five-master Inca, which has just been launched.

Prior to 1895 Hall Bros, built eight schooners and nine steamers for the Hawaiian local trade, the tug Wanderer, revenue cutter Rush, yachts Aggle and Kelpie, of Scattle, and the San Francisco pilot boats Lady Mine and Bonita.

In 1895 they built the four-masted schooner Nokomis, 161 feet long, and the John Campbell, a sister ship, the former for W. G. Hall and others of San Francisco and the latter for Hans Madson and others of the same place, and the four masted schooner Okanogan, 186 feet, 1,150 tons burden, for the Puget Sound Commercial Com-

In 1896 the Hawaiian steamers Mauna Loa and Scray, 184 and 120 feet in length and of 500 and 200 tons burden respectively, were built for the Inter Island Steam Navigation Company of Honolulu; and the five-masted schooner Inca, 215.5 feet in length, 43 feet beam and 10 feet draught with a eargo capacity of 1,800 tons or 1,400,000 feet of lumber for W. G. Hall and others of San Francisco.

Cant as a Boy.

Some of the good people of Georgetown Ripley and Batavia, however, go far in their attempt to show how very ordinary Ulysses Grant was. A boy of 13 who could drive a team 600 miles across country and arrive safely; who could load a wagon with heavy logs by his own mechanical ingenuity; who insisted on solv ing all mathematical problems himself; who never whispered or lied or swore or pace or trot at will; who stood squarely upon his own knowledge of things with out resorting to trick or mere verbal mem ory-such a boy, at this distance, does not appear "ordinary," stupid, dull or com-monplace. That he was not showy or easily valued was true. His unusualness was in the balance of his character, in his poise, in his native judgment, and in his knowledge of things at first hand.

Even at 16 years of age he had a super stition that to retreat was fatal. When he set hand to any plan or started upon any journey, he felt the necessity of going to the turn of the lane or to the end of the furrow. He was resolute and unafraid always; a boy to be trusted and counted upon—sturdy, capable of hard knocks. What he was in speech he was in grain. If he said, "I can do that," he not merely meant that he would try to do it, but also that he had thought his way to the successful end of the undertaking. He was, in fact, an unusually determined and re-sourceful boy.—Hamlin Garland in Mc-

Persons who are troubled with indigestion will be interested in the experience of Wm. H. Penn, chief clerk in the railway mail service at Des Moines, Iowa, who writes: "It gives me pleasure to testify to the merits of Chamberlain's Colic, Cholera and Diarrhoea Remedy. For two years I have suffered from indigestion, and am subject to frequent severe attacks of pain in the stomach and bowels. One or two doses of this remedy never fails to give perfect relief. Sold by all druggists and dealers. Benson, Smith & Co., wholesale agents for H. I. THE HONOLULU SANITARIUM.

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SPANIARDS HIGHLY EXCITED. The London cable item today has the following: "The Cuban resolutions in the United States Senate would be regarded here as a little more than a CORNED PORK.

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Retains the simplicity and daylight loading features of the original, and combines with them au

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The new shutter is always set-push the lever-that makes the exposure. The set of stops adds greatly to the capabilities of the camera, especially for interiors and snap shots on the water, (No other manufacturers fit stops to cameras listing at less than \$12 to \$15.) The rectangular finder gives a more exact scope of view than a round finder.

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